



What's happening?

Washington State Ferries (WSF) is developing a new ferry terminal in Mukilteo.

Project Benefits:

The new facility will:

- Provide direct access from the ferry to bus and rail connections
- Increase operational efficiency and service reliability
- Reduce traffic conflicts in downtown Mukilteo
- Enhance public access to the waterfront
- Improve the ferry customer experience
- Improve access for passengers, including those with limited mobility
- Improve safety for pedestrians, bicyclists and motorists
- Enhance potential for commercial and retail development along the waterfront
- Accommodate projected growth in ridership.



WSF Project Update • Spring 2006

Mukilteo Multimodal Ferry Terminal

Why is a new ferry terminal needed?

The existing terminal is old and needs major repairs to the dock and offshore structures in order to continue operations. It is too small to handle current traffic efficiently and will not be able to accommodate the projected growth in ridership.

How did we get here?

In 1995 the City of Mukilteo led an environmental review of options for a new multimodal terminal facility that would link ferry, bus and rail transportation. The City adopted a plan to move the ferry terminal to property formerly used by the Air Force (the "tank farm" property). A consortium of agencies—WSF/WSDOT, City of Mukilteo, Port of Everett, City of Everett, and Sound Transit—was formed to acquire and plan for the property.

With input from the consortium, the public, and others, WSF developed terminal concepts and finalized a Master Plan for the facility in spring 2004. Later that year, WSF began an environmental review process in accordance with the National and State Environmental Policy Acts (NEPA and SEPA) to study proposed improvements to the terminal, and possible effects.



Deficiencies at existing Mukilteo terminal

What is happening now?

In 2006, WSF began an Environmental Impact Statement (EIS) process, in which it is studying two alternative terminal designs. Both alternatives locate the terminal building 1/4 mile east of its present location. The "compact" alternative would place vehicle holding lanes over the water. The "upland" alternative would place the holding lanes on land. Many comments from public and agency meetings held in 2004 favored the compact alternative (image on reverse). Additional public meetings will be held in March 2006.

What's next?

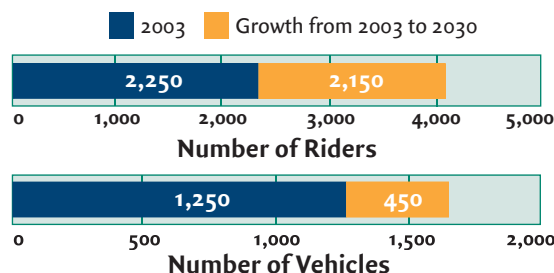
The draft environmental impact statement is expected to be released late in 2006 for public review and comment. Following Federal Transit Agency (FTA) approval, WSF will continue with final design and permitting. Construction is expected to begin in 2008.

How is the project being funded?

WSF has secured approximately \$138 million in state and federal funds to pay for the project. At this time, the estimated cost of the full project is greater than the available funding. Construction of the parking garage, and possibly of the second slip, may be deferred until funding is available. Additional funding might come from federal, state and local sources.

Riders and Vehicles on the Mukilteo-Clinton Route in 2003 and Projected 2030

4-Hour PM Westbound Commuting Peak



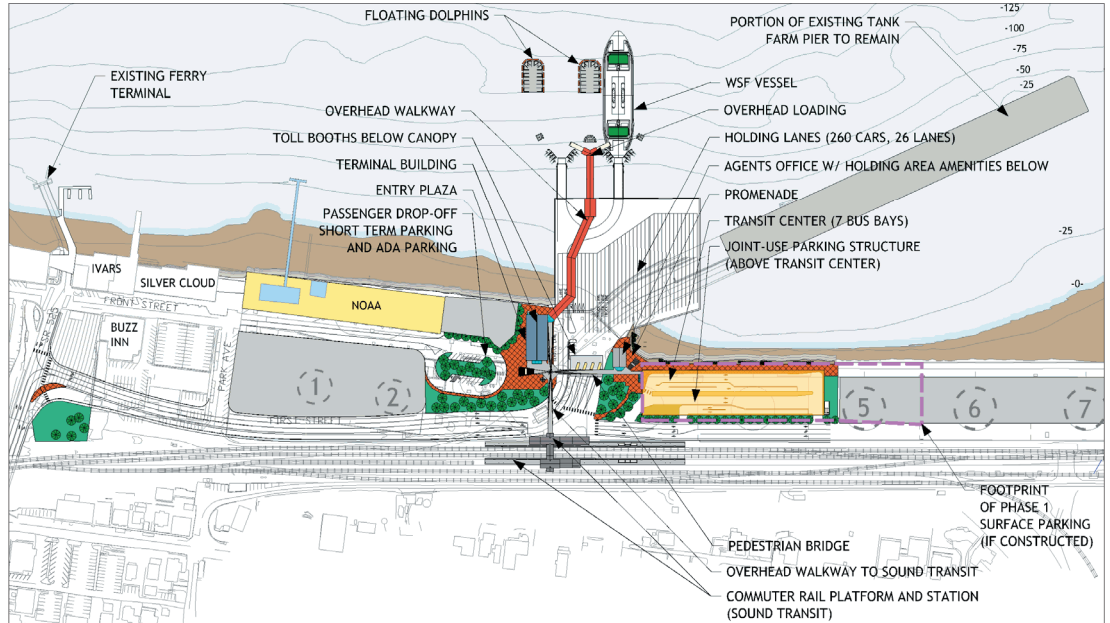
How can I get involved?

Your thoughts and opinions are important to us. Please contact the project team if you have questions or comments or would like to be added to the WSF Mukilteo Project mailing list.

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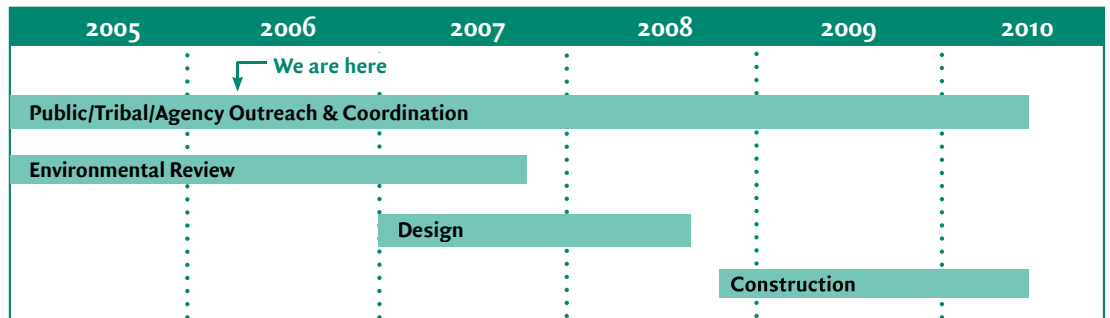
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Conceptual drawing of the "compact" alternative

Time line for next steps



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